

Wealth and Position Have No Precedence In Rule of the Sea

SOME OF THE WOMEN WHOSE LIVES WERE SAVED THROUGH MEN'S SELF-SACRIFICE



NEWSPAPER MEN ARE BARRED FROM VESSEL

They Will Not Be Permitted to Board Carpathia Before She Reaches Dock—No Photographers Allowed at Pier.

New York, April 17.—Every effort to facilitate the landing of the Titanic survivors when the Carpathia docks at her pier on the North River to-morrow night or early Friday morning will be made by the immigration and customs authorities, officials of the Cunard Line and the New York police.

The plans were made known in various announcements to-night and provide for the fullest protection of the survivors and their relatives from interference from curiosity seekers and newspaper representatives until they have left the Cunard pier.

Customs regulations, it was announced, would be suspended and all aliens among the survivors will be immediately discharged by the immigration authorities to their friends and relatives.

High Praise From School Teachers

Comparisons Are Made With the Most Expensive Works Which Show Value of Volume.

Everything goes by comparison. The play was good because it was better than some other play; a dainty morsel served for dinner was delicious because it pleased the palate more than a similar dish; that late novel was the best because it suited the reader better than some other novel. And so it goes; we compare everything we do, all we see, with something else we have done or seen.

The Times-Dispatch featherweight reference work is up for comparison now. The principal of a school in a neighboring city compared it to an expensive set which had previously been used for quick reference. The verdict is that Everybody's Cyclopaedia is preferred, because it is concise and one does not need to read pages of irrelevant matter to get the required information.

A school teacher said she had never before been able to follow historical events in chronological order until she got The Times-Dispatch's Cyclopaedia, which takes up the history of the world at the earliest date in any record and follows it on down to the present time. This is all set forth in such convenient form that it can be referred to in a minute.

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SPOKE TO TITANIC SUNDAY MIDNIGHT

Tunisian Wished Her Good Luck and Got Reply "Many Thanks."

[Special Cable to The Times-Dispatch.]

London, April 17.—The Allen liner Tunisian, which arrived at Liverpool to-day, reports that she spoke to the Titanic by wireless at midnight Saturday night, and wished the new ship good luck. The Titanic replied, "Many thanks." The captain of the Tunisian reports that his ship entered a huge ice field 85 miles east of St. John's. He carefully threaded his way through the field for twenty-four hours and then stopped all night. Finally he steered southward for a distance of sixty miles. The captain, who was on the bridge for thirty-six hours, says he saw 200 icebergs.

The outcry against the antiquated, futile regulations as to the number of lifeboats to be carried by big steamships continues. The shipping journal, Fair Play, says: "Under fairly favorable weather conditions not a single life-saving appliance had been provided. It will be answered that such provision in the case of a ship carrying so many passengers is impossible. That answer is untrue. There is no impossibility about it. Skill of the department was evident in every other department of the ship. Why was this all important department defective?"

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DANGERS OF OCEAN EASILY LEARNED

Hydrographic Office Furnishes News of Ice Movements to Shipmasters.

Washington, April 17.—For more than a quarter of a century the hydrographic office of the Bureau of Navigation, Navy Department, has been publishing from month to month a series of charts of the North Atlantic Ocean, depicting physical conditions of the ocean and of the atmosphere for the current month, as well as the location of dangers to navigation as reported by incoming ships. These publications were circulated freely among the shipmasters and shipping people in return for their news of the sea, the point of contact between the office at Washington and the marine world being a chain of branch hydrographic offices at the principal seaports.

In recent years the collection of marine data has been immensely accelerated by the use of radio telegraphy, and the hydrographic office is thereby enabled to publish in a daily memorandum whatever important reports or dangers have been received. By this means, Boston, New York, Philadelphia, Baltimore, Norfolk, etc., are daily put in possession of the accumulated reports of dangerous derelicts and icebergs, which have been edited by experts in this line of work.

Shipping companies and shipmasters also had been put in possession of the experiences and judgment of a trained staff in the hydrographic office, as summarized in a pamphlet, entitled "North Atlantic Ice Movements," giving a study of the entire question with diagrams to show the usual limits of ice for a period of ten years. The shipping community also had been provided from month to month with the weekly Hydrographic Bulletin, giving details in regard to ice and derelicts, and also the daily memorandum summarizing the collected reports of each day.

The April Pilot Chart, issued March 28, showed that in March ice had come as far south as latitude 44 degrees N. The daily memorandum prior to the 13th instant, showed that the trend being slightly below the 43rd parallel on April 7, 8, 9 and 11; on the 10th and 11th, it had reached the 42nd parallel, and on the 11th, some of it was seen south of latitude 42 degrees.

The Titanic's position was reported of ice was to the latitude 41 degrees 18', longitude 50 degrees 14' at the time of her disaster.

Brings No Further Details.
Halifax, N. S., April 17.—The steamer Parisian, the Allen liner, which last Monday was near the scene of the Titanic disaster, the fact arousing hopes, until word was received from her, of her having survivors of the Titanic on board. The Parisian was at 7 o'clock this evening. The Parisian was visited upon her arrival by the port physician, an boarding brought the information that the steamer had no further details of the Titanic disaster.

REALLY WONDER FLOATED SO LONG

Impact of Iceberg Equal to Projectiles From Thirty Twelve-Inch Guns.

Washington, April 17.—A graphic comparison of the probable impact of the Titanic against the iceberg that destroyed her with the projectile force of the guns on a modern battleship was made to-day by Captain Charles A. McAllister, engineer-in-chief of the revenue cutter service.

"The impact of the Titanic against the iceberg was probably equivalent to the simultaneous fire of thirty twelve-inch projectiles, or the concentrated force of three such Dreadnoughts as the Florida," said Captain McAllister. "The force of the Titanic striking the iceberg must have been approximately 1,000,000 foot-tons, equivalent to her being struck simultaneously by thirty such projectiles. It is a wonder in the light of such a comparison that she floated so long. It is inconceivable that the ingenuity of man can ever devise a floating structure to withstand such a terrific collision."

Rheumatism

A Home Cure Given by One Who Had It

In the spring of 1908 I was attacked by Rheumatism and Inflammatory Rheumatism, and the hydrographic office is thereby enabled to publish in a daily memorandum whatever important reports or dangers have been received. By this means, Boston, New York, Philadelphia, Baltimore, Norfolk, etc., are daily put in possession of the accumulated reports of dangerous derelicts and icebergs, which have been edited by experts in this line of work.

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FEW CALLS FOR HELP REMAIN A MYSTERY

Not Understood Why Operator Phillips Did Not Keep On Sending When Plight of Vessel Was Realized.

New York, April 17.—While the distress call of the Titanic, sent out broadcast by Operator Phillips after the gigantic vessel had nursed herself to destruction against the icebergs, did not bring assistance in time to save the majority of her passengers, the events of Sunday night have increased the general feeling of reliance upon the wireless when it is necessary to communicate often and at length over great spaces of water. The facts at hand show that the reassuring messages of Monday, which led to the belief that all the Titanic's passengers had been transhipped and the vessel saved, was being towed to Halifax, originated in the minds of persons on land who sought to deceive deliberately, for profit or some other reason, or by amateur wireless operators who thought they were interpreting their messages correctly.

The fact now standing out is that when Operator Phillips flashed out the distress call from the wireless room of the Titanic late Sunday night it was picked up by the Virginian and sent shoreward to Halifax, and thence to the Virginian's owners at Montreal, whence the first word came. The Olympic, Californian, Baltic and the Carpathia were out of use with the Marconi stations at Cape Race, Sable Island and Halifax at the time, and their plain duty was to go to the aid of the Titanic. They did so, and when the Olympic, turning westward to render any aid in her power, found that the Carpathia had done all that could be done, she remained at hand to put her powerful wireless apparatus at the task of sending the news to the civilized world.

With five kilowatts of power behind them the messages from the Olympic have been the world's only source of knowledge of the survivors. The task of sending hundreds of names through the air, which have to be handled by at least four operators before they are reduced from dots and dashes, with but few errors in comparison with the magnitude of the undertaking, has been performed with remarkable success.

A Wireless Mystery.
One of the mysteries that wireless men will never have explained is why Operator Phillips did not send out more hurry calls for aid when it was apparent that the Titanic could not keep afloat. The Titanic wireless outfit was not entirely dependent upon the machinery of the vessel for power. Not only was there a gasoline engine on the wireless for transmitting power if the entire hull of the vessel was under water, but there was also an auxiliary lighting system, and it would have been possible to keep on sending messages until the water was within a foot or so of the wireless apparatus.

Operator Phillips, known to all his associates as one of the most capable men of the business, went down with the Titanic, while the second operator, H. S. Bridge, a new man, coming here from England on the Titanic for his first trip, is reported saved. This convinces the friends of Phillips that he remained at his key, and that he must have sent many appeals that never were heard. The presence of icebergs should have made messages sent more distinct, since a low temperature always has this effect. A fog never affects wireless communication, the experts say.

Tremendous Task.
Although the wireless tasks of the past few days have been great, the situation presented to-day was beyond all previous undertakings. As the Carpathia has been pounding nearer to port the friends or relatives of men and women who sailed on the Titanic have been flooding the Marconi offices with messages. When it was figured to-day that the Campdown land station at Halifax, would be in easy

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